

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,343 號叁拾肆百叁千壹萬第 日式十月十年六十二緒光 HONGKONG, THURSDAY, DECEMBER 13th, 1900. 肆拜禮 號叁十月十年百九千壹英港香 PRICE \$24 PER MONTH

DISINFECT
WITH
WATSON'S HYGIENOL.
(REGISTERED).
A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
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JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.
This World-renowned Fine Old HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

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PRICE \$10.75 PER DOZEN
NET
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

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TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.00 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
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8.15 a.m. to 10.15 a.m. Every half hour
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Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 28 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.
MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST,
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.
Hongkong, 17th May 1896.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

SCHLITZ WORLD FAMED BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.
SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS.
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A VARIED ASSORTMENT OF
CHRISTMAS AND NEW YEAR GIFTS.
FANCY LEATHER GOODS.
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LAMPS AND LACE SHADES, Etc.
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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.
ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.
THE ELITE OF WHISKY:—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL

BLEND WHISKY, \$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG.

DOURO PORT, \$14.25 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY, \$20 PER DOZ.
LA TORRE SHERRY, \$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.
THE VICTORIA DISPENSARY, HONGKONG.

CANADIAN CLUB RYE WHISKY.
THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND OTHERS.
Telephone 75.
PER CASE OF 16 FLASKS \$19.00
SINGLE FLASK 1.25
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, 5th December, 1900.

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AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

COTTAM & CO.
DRESS SHIRTS. DRESS SHOES.
DRESS TIES. DRESS GLOVES, &c., &c.

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Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in Hongkong," and as they are gradually increasing their staff of workmen and have always from Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of orders within a few days. Samples can be inspected at our Show Rooms.
Valuable Instruments perfectly restored and modernize.
W. BREWER & CO.
NEW BOOKS.
TUCK'S NEW CHRISTMAS CARDS (Enormous Variety in our New Store, No. 23).
TUCK'S CALENDARS.
SANDOW'S OWN DEVELOPERS.
ANGLO-CHINESE CALENDARS.
50 cents.
BADMINTON, CROQUET, TENNIS. COMPENDIUM OF GAMES.
SMOKERS' CABINETS.
WRITING DESKS.
STATIONERY CABINETS.
Everything Good and Cheap.
23 & 25, Queen's Road, Hongkong.

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APRICOT BRANDY per Bottle. \$3.00
BLACKBERRY BRANDY 2.25
CHERRY BRANDY 2.00
PEACH BRANDY 3.00
RASPBERRY BRANDY 3.00
STRAWBERRY BRANDY 3.00
H. PRICE & CO.,
12, QUEEN'S ROAD.

KELLY & WALSH, LD.
BOOKS BY LAST MAIL.
The Stinkiest Minister's Wooing, by S. R. Crockett \$1.50
Long Live the King, by Guy Boothby 1.50
Ellen Terry and Her Impersonations 1.50
A Breaker of Laws, by Pott Biddle 1.50
The Gateless Barrier, by Lucas Malet 1.50
Tommy and Grisel, by J. M. Barrie 1.50
The Great Bear War, by Dr. Conan Doyle (The First Complete History) \$2.00 and 1.50
How We Kept the Flag Flying at Lady-smith, by Macdonald 1.50
Prized by Florence Montgomery 1.50
Marsfield the Observer, by Egerton Castle 1.50
Old Fires, by G. 1.50
Oliver Cromwell, by John Morley, illus. 9.00

CHILDREN'S BOOKS.
The GOLLYWOGGS at the NORTH POLE.
The TREMENDOUS TWINS.
A TRIP TO TOYLAND.
PICO LALLI.
FOUR AND TWENTY TOILERS.
THE GREY FAIRY BOOK.
CHUMS, CHATTERBOX, LITTLE FOLKS.

NEW AND RECENT BOOKS.
China of To-day—The Yellow Peril; an Album of Photographs, Illustrating Crisis in China 3.00
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Sole Agents in China and Japan.

XMAS GOODS! XMAS GOODS!!
JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.
ALSO A FINE DISPLAY OF
PARISIAN TOYS
FOR BOYS AND GIRLS OF ALL AGES.
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.
G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

BAZAAR
in aid of the
POOR CHINESE ORPHANS
of the
ASILE DE LA SAINTE ENFANCE
Under the distinguished Patronage of
THEIR EXCELLENCIES
SIR HENRY AND LADY BLAKE
THE FRENCH SISTERS have the honour to announce that their Annual Bazaar will be held at the CITY HALL TO-MORROW (FRIDAY), the 14th instant, at 2 o'clock in the afternoon.
The Public are cordially invited to be present in order to inspect the different Needle and Fancy Work made by their Poor Orphans.
Hongkong, 11th December, 1900.

YOUNG MAN, returning to Europe
through Japan and America, and able to give a caution, should be disposed to act as TRAVELLER in these countries for a Good Firm.
Apply to—
R. R. M.
Care of Office of this Paper.
Hongkong, 11th December, 1900.

WANTED.
FOR a Sugar Estate in the Malay Peninsula, a BOOKKEEPER to take Charge of the Office.
Applications together with references to be sent to—
STRAITS.
Care of Office of this Paper.
Hongkong, 24th November, 1900.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.
A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS' HALL on MONDAY, the 17th instant, at 8. for 8.30 p.m. necessarily. Visiting Brethren are cordially invited to attend.
Hongkong, 10th December, 1900.

NOTICE.
STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.
For terms, &c., apply to
LAPRAIK, CASS & CO.
Amoy, 10th October, 1900.

INSURANCE.
THE STANDARD LIFE ASSURANCE CO.
POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved.
Forms of Proposal and all particulars may be obtained from
DEWELL & CO. LIMITED,
Agents.
Hongkong, 9th November, 1899. [2-1873]

HONGKONG HOTEL.
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

PEAK HOTEL.
City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PUNNETT'S GAP, The PEAK, near the Tram Terminus.
Tel. 66.
For Terms, apply to the
HONGKONG, 2nd July, 1900.

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
FIRST-CLASS PRIVATE HOTEL.
Handsome Furniture and Exceedingly Spacious Rooms.
VERY MODERATE TERMS TO FAMILIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBOENE, Proprietor.
Hongkong, 8th September, 1900.

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

NOTICE.
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For terms, &c., apply to
LAPRAIK, CASS & CO.
Amoy, 10th October, 1900.

INTIMATIONS.
BROWN, JONES & CO.
 MONUMENTAL SCULPTORS.
 AMERICAN MARBLE.
 ITALIAN MARBLE.
 HONGKONG GRANITE.
 Designs and Prices on application.
 Office, 17A QUEEN'S RD. CENTRAL, 1st Floor.

A. S. WATSON & CO.,
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SPECIALITIES FOR THE
SEASON.

PORT WINE
 AND
SHERRY
 of the finest Vintages.

CLARETS
 including Wines from the most celebrated Chateaux.

SCOTCH WHISKY.
 Our Whiskies are so well known and appreciated that comment is unnecessary.

CONFECTIONERY.
 Imported from the leading London and Parisian Houses.

COGNAC BRANDY.
 Hennessy's finest productions.
 Quality guaranteed.

MINERAL WATERS
 Absolute purity guaranteed.

A. S. WATSON & CO.
 LIMITED.

THE HONGKONG DISPENSARY.
 ESTABLISHED 1811.

BIRTH.
 At No. 67, Wyndham Street, on the 11th December, 1900, the wife of Mr. A. W. W. of a daughter.
 Shanghai and Japan papers please copy. [3132]
MARRIAGE.
 At St. John's Cathedral, Hongkong, on the 12th December, 1900, by Rev. R. F. Cobbold, M.A., George Montagu Harston, M.R.C.S. (Eng.), L.R.C.P. (Lond.), second son of George Alfred Harston, of Wentworth House, Harrogate, to Mary Elsie Harston, daughter of Edward F. Buttner Harston, of 24, Trebovir Road, South Kensington. [3133]
DEATH.
 On the 7th December, 1900, at the General Hospital, Shanghai, JOHN N. MERRILL, of San Francisco, U.S.A., aged 35 years.

The Daily Press.
 HONGKONG OFFICE: 14, DES VUE ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 13th, 1900
 THE conduct of the Chinese Government (or what passes as such) seems specially designed to mystify the public and the Powers. The most contradictory statements are put forth, the most conflicting appointments made. Thus we are told, one day, by telegram, that the Empress Dowager is prepared to leave Hsianfu and go to Chengtu or Wuchang, and that she is willing the Emperor should return to Peking; then we are informed that Her Majesty threatens summary vengeance on any person who suggests returning to Peking. It was stated some time ago that she had had some officials beaten for expressing readiness to go Peking with the Emperor, and it is quite in accord with her fractious and tyrannical disposition that she should now again express a determination to oppose a return to the old capital. These inconsistencies are, we presume, the whims or fancies of the moment, the caprices of a female tyrant distrustful alike of Chinese and foreign officials. But the recent appointments are less comprehensible. For instance, on the 10th inst. we received intelligence that SUN CHIA-NAL, the personal friend of His Majesty the Emperor KWANG HSU, had been appointed to the important post of President of the Board of Rites and to the Hanlin College at Peking. At the same time WANG WEN-SHAO had been promoted to the Grand Secretariat, and two or three other reactionary officials had been promoted. Then comes the announcement that SUN SHAO, late Governor of Kiangsi, in which province no less than thirty-eight out

of a total of forty-one Roman Catholic Mission stations were looted and destroyed, has been promoted to be Governor of Kiangsu. The facts are inconsistent, but if carefully analysed the recent actions of the Peking Government will not bear a strict test. They have, it is true, issued edicts degrading several officers, but when examined these edicts are found to be very harmless to the offender, who is generally relegated to a position of temporary obscurity, but without any real punishment, accompanied, no doubt, by a very explicit assurance that his disgrace will not last long, and that it will all be made up to him eventually. This has almost invariably been the experience of foreigners in dealing with the Chinese Government; it has always been a matter of the utmost difficulty to get an errand official brought properly to book. There is only too much reason to fear the Chinese Government are temporising. The fact is significant that Count von WALDERSEE has found it necessary to arrest several Chinese officials, including LI HUNG-CHANG's Secretary, who, have been found to be in communication with the Boxers. It is also significant that a friendly native at Tientsin has warned the Allies to prepare for trouble during the winter, and the appearance of anti-foreign placards in Tientsin City should not be ignored. The steady flow northwards from Shanghai of rifles, guns, and ammunition, as well as of troops and money, ought not to be disregarded. The apparent collapse of Chinese power is not a fact on which much dependence can be placed. The Chinese are never ready to acknowledge defeat, and after all there has been little real fighting, and what has occurred has been confined to a very limited area. It is true that the foreign forces occupy Peking, and that the Chinese Court have had to fly from the capital, but that circumstance, which might impress other nations with a profound conviction of defeat, is differently regarded by the Chinese. The Court have removed to Hsianfu, where they are for a time unassailable, and Peking matters nothing to the Empire, while the Government are at liberty in a position to make terms with the invader. Moreover, for some reason, which is interpreted no doubt by the Chinese in the opposite sense to what is understood by foreigners, the area of hostilities has been confined mainly to the province of Chihli and a section of Manchuria. In fact, the quarrel may not unlikely be regarded by Chinese as one between the foreigners and the Manchus; it hardly concerns the Chinese nation. The Imperial Government have probably not got to the end of their resources. They are possessed of a great deal of cunning, and they may have some cards up their sleeve which they hope will assist their game very materially. If wise and procrastination do not work sufficiently for them, they will show themselves ready to strike the moment any advantage offers. The question is really whether they can rely upon the Viceroy to obey the Imperial mandate. If so, there is bound to be serious trouble yet, and the peace negotiations proposed are a mere blind to direct attention from the position. The Empress Dowager, Prince Tuan, and General TUNG FU-SHANG are irreconcilable. Prince CHIAO and LI HUNG-CHANG are sitting on the fence, and the Yangtze Viceroy only need to witness one or two Chinese successes to convert them into active supporters of the Government. At present they observe a praiseworthy neutrality, but if the Empress Dowager should take up her abode in Wuchang how long would CHANG CHING-TUNG be able to maintain his present attitude? It is important, therefore, in the interests of the Powers, that the so-called Government, or at any rate the Emperor KWANG HSU, should be brought back to Peking and there placed under tutelage until some satisfactory settlement can be arrived at. He must not be allowed to fall into the hands of any one Power, for the tutelage aforesaid must be for the general good, to bring about the pacification of the Empire, its commercial and industrial development, the maintenance of foreign trade, and the security and well-being of foreign residents. It will be well therefore for the Allied Commanders in North China to maintain a very bright lookout, and not to place faith in assurances either as to their own security, the pacific disposition of the people, or the bona fides of the Chinese officials.

The English Mail of the 10th November was delivered in London on the 8th inst.

As the Yamato ferry launch was crossing to Hongkong on Monday one of the passengers, a Chinaman, jumped overboard and was drowned.

On Monday a bricklayer who was engaged on a house in Lung Tak Lane fell and was seriously injured that he had to be taken to the hospital.

The Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—
 Wong Yu Shi \$50
 Fung Yee Chuen 25

The N.C. Daily News understands that the Tientsin gong Si has become the property of the blue and silver states, and will be sent to Hongkong for the coming meeting.

Private Cummings, Royal Welsh Fusiliers, who was injured by a fall at the fire in Beaconfield Avenue on Sunday night, is reported to be dangerously ill. He is suffering from injuries to the head and spine.

Last week the British troops at Shanghai when on leave were without their side-arms. This appears to be a result of the recent disturbances, but we do not hear that the other troops were similarly unarmed.

The Universal Gazette says:—H.E. Li Hung-chang has decided to employ confidential deputies to carry important news between Peking and Shanghai, and will probably avoid using the land telegraph between the two places—at least for the present.

Messrs Denison & Ram, architects and civil engineers, have now completed the survey and sections for the new Jubilee Road round Mount Davis to Aberdeen, and there is every prospect of their being in a position to call for tenders probably within the next two months. Mr. Gibbs, partner in the above firm, has the matter in hand.

The Superintendent of Customs and the Doyen of the Consular Body at Shanghai have withdrawn the declaration of infection as regards Newchwang, Amoy, and Swatow, and the general medical inspection of vessels arriving from those ports is discontinued, but the importation of the following articles is still prohibited:—Rags, old paper, coffins containing corpses, and earth or mould.

Among those who passed through, on the N.D.L. steamer *König Albert* yesterday was Captain Laus, of the German gunboat *Tilis*, who is on his way to Europe. After his severe wounds at the capture of the Taku Forts in June last, Captain Laus was sent for treatment to the Yokohama hospital, where he rapidly recovered and is now in good health. Mr. Hagon, German Vice-Consul at Yokohama, is also a passenger to Europe by the same vessel.

The N.C. Daily News of the 7th inst. in a leading article strongly advocates the conversion of the Yangkingiang, "this open sewer between the British and French Settlements," into a closed sewer, and the creation of a splendid boulevard lined with trees in place of the two sordid streets that now exist on its banks. The total cost, our contemporary understands, is estimated at £1,000,000, of which the French Municipal Council, although their interests are so much smaller than the British, are willing to contribute one-half.

By the C. M. S. *Hsueh* there arrived at Shanghai last Thursday H.E. Liao Shou-heng, retiring President of the Board of Rites, with his family, from the North. H.E. was also a Minister of the Tsungli Yamen last spring, but fortunately for himself (says the N.C. Daily News) was removed just before the Boxer outbreak in June; otherwise he also would undoubtedly have had to share the sanguinary fate of the patriotic Hsi Ching-cheng; Yuan Chang, and other Chinese Ministers. H.E. remains in Shanghai for a few days and then starts for his native city of Kashing, Cheking province.

The vernacular papers are devoting some attention to the incompetence of the Japanese Post Office, according to the *Kobe Chronicle*. The *Jiji* points out that the mail matter, written in foreign characters, brought by the *Empress of Japan* and the *Gauche* on the morning of the 23rd ult., was not delivered in Tokyo up to midnight of that day, apparently owing to the absence of officials able to read such addresses. This is nothing, however. It takes the Post Office in Osaka anywhere from seven to twelve hours to deliver a newspaper or letter, while it often takes from fifteen to twenty-four hours to deliver a letter in Kobe from Osaka. Apparently the attitude of the officials devoted to discovering minute infractions of the law, not to expediting the mail.

At the regular meeting of the St. Mary Magdalene Chapter of Sovereign Princes Rose Croix of H. E. D. M. No. 73, held at the Masonic Hall, Zeland Street, Hongkong, on the 11th inst., the following Brethren were elected and installed in their offices:—M. W. Sovereign, F. W. Honemann; High Prelate, D. MacDonald; First General, G. J. B. Sayer; Second General, C. H. Grace; Grand Marshal, T. F. Hough; Raphael, J. T. Kirkwood; Recorder, J. J. Bryan; Treasurer, F. W. Hall; Organist, A. G. Ward; Dir. of Catechism, E. J. Main; Captain of the Guard, A. V. Apear; Outer Guard, J. Maxwell. After the installation the party adjourned to the Hongkong Hotel for a Banquet, where a most enjoyable evening was spent.

Another of our local professional gentlemen has taken to himself a wife, Dr. G. M. Harston, M.R.C.S., L.R.C.P., being married at St. John's Cathedral yesterday to Miss Mabel Elsie Harston, the Rev. R. E. Cobbold, M.A., being the officiating clergyman. The bride was escorted to the church by Mr. William Danby, who gave her away. She looked charming in a veil and a plain white satin dress trimmed with chiffon. She carried a beautiful shower bouquet of white flowers. Mr. Cyril Pemberton was the best man. There were no bridesmaids. Mr. A. G. Ward presided at the organ, playing the "Bridal March" from *Lohengrin*, and Mendelssohn's "Wedding March." The Cathedral bells were also rung. Later on the newly-married pair left for Macao in the *Heungshun*, which was gallily decorated in honour of the occasion.

Owing to the spread of the bubonic plague at Osaka, the Nagasaki authorities have declared special quarantine regulations against vessels arriving from or by way of the infected port.

A telegram received at the Central Board of Tea Guilds at Tokyo from the New York agent states that a Bill for the amendment of the War Taxes is now in Congress. The Committee of Ways and Means in the House of Representatives has recommended that the duty on tea be abolished. The tea-merchants at New York have addressed a petition to the Committee asking for the abolition of the duty.

According to a Nagasaki native paper, the negotiations between the Daiichi Bank of Tokyo and the Korean Imperial Household, in connection with a loan to the latter of five million yen, have resulted in failure, and on the 30th ult. Mr. Brown, Financial Adviser to the Korean Government, gave notice to that effect to the Seoul branch of the above-mentioned bank. It is reported that the failure to negotiate the loan is due to the opposition of the Russian Minister at Seoul and also to the pro-American partisans in official circles.

A telegram was received in Kobe yesterday, says the *Chronicle* of the 27th ult., reporting the death at Yokohama of M. E. Knaff, of Messrs. Ulysse Pila & Co. M. Knaff has been a resident of Japan for more than fifteen years—in fact, if we are not mistaken, he arrived as long ago as 1882. Some time ago he suffered from an attack of pneumonia, and after convalescence proceeded to France, of which he is a native, for a change. It is only about two months since that he returned to Yokohama, apparently restored to health.

It is reported from Seoul that anti-Christian riots have occurred in the locality of Ping-an, Corea, and it is feared that all the Christian buildings in that locality have been destroyed. It is known that there are many American missionaries in the above neighbourhood. Another telegram from Seoul states that there are signs of great unrest in the provinces of Kyeung-sang and Hwanghai, which it is believed will result in anti-foreign riots. The Emperor is said to be greatly perturbed and has issued orders to the Ministers of Justice and of Police to suppress the rioters at once.

The following is a comparative table of values of foreign currencies and Japanese gold yen, in use at the Imperial Custom Houses of Japan, to be adopted in calculating values of imports and to be in force from the 1st January to the 31st March next. The foreign currencies not enumerated below will remain as at present.

Country.	Currency.	yen.
British India	Rupce	662
Russia	Rouble	1033
China	Taels	1355
Mexico	Dollars	1407
Manila	Pesos	905
Hongkong	Dollars	1044

There is no further news regarding the fate of the *Tokushima Maru*, the training ship of the Tokyo Shosen Kaisha, states the *Kobe Herald*. The rough search and enquiries have been instituted by the school authorities, but without result. Captain Matsumoto, commander of the ship, bears a good reputation as a seaman and it is surmised that he may have made for the Bonin Islands. The next mail steamer from these islands is due in Yokohama already, and her arrival was anxiously awaited. The Communications Department have instructed the cable-stamer *Okidama Maru* to search for the missing ship while on her voyage to Hokkaido.

The Hon. John Goodnow and Mrs. Goodnow left Shanghai on the 8th inst., having taken their passage by the P.M. steamer *City of Peking*, bound for San Francisco, with the object of paying a short visit to the United States. Mr. Goodnow, states the *Mercury*, as is admitted on all hands, has very ably discharged during his tenure of office the duties of United States Consul-General at this port, and has in particular under the trying circumstances of the past six months taken a prominent part in the negotiations which have proved successful in maintaining peace in Central and Southern China. After the strain to which Mr. Goodnow has recently been subjected, a short visit to the States will no doubt prove an agreeable recreation; and we hope to see him back amongst us again in the early spring, when he expects to once more resume his duties. In the meantime D. J. R. Hykes, Vice Consul-General for the United States, will assume the duties of Consul-General.

The transport authorities at San Francisco have directed an investigation into certain charges made by a few soldiers who returned from the Philippines on the transport *Sherman*. The charges made against the transport people are insufficient medical attention, poor food, and a general disposition on the part of the quartermasters in charge to make all the traffic will bear out of the sick and wounded men. Twenty-five medical attendants were detailed to look after the sick on the *Sherman*. There were over four hundred sick, and many of the poor fellows had to be shamefully neglected. But that was not the worst, says a San Francisco despatch; the men were fed on food that was meant for persons in the best of health, and in consequence twelve died on the voyage. It is alleged that ten of these could have been saved with proper care. One man, it is reported, was dead several days before it was discovered that he had expired, so lax was the system on ship-board. In the stomach of one of the dead men, who was prepared for embalming, was found a piece of pie that he could not possibly digest. He had paid some inhuman ghoul fifty cents for the thing. Pies and other "luxuries" were sold at outrageous prices, although the Government provides that soldiers shall receive food at cost prices.

It is expected that there will be an early sale at Calcutta of the Maharajah of Patiala's horses, with their racing engagements.

Mr. D. B. Brown, the local agent of the Canadian Pacific Railway Co., has received from the head office of the company a series of first-class views, illustrating Banff in the Canadian National Park, including the Valley of the Bow River; Goat and Saddle Mountain; the Hot Springs Hotel; Mount Rundle; the Great Glacier, &c., &c. They are capably executed, and are, we are told, a set of a number of fresh views about to be taken of the whole of the picturesque track over which this admirable company runs its trains across the American Continent.

Lovers of cricket will regret to learn that K. S. Ranjitsinhji, the great batsman, has had to undergo an operation for a very troublesome affection of the right eye. He is said to be recovering nicely, and it is hoped that he will not experience any visual defect in the future. When we consider what the Indian Prince has accomplished, his loss to cricket would be little short of a national calamity. He is not a man who is easily deterred by pain and suffering, as we saw by the operations he endured during his visit to Australia, and the marvellous way he battled in the test matches despite such serious drawbacks.

The presence of the Siamese Court Troupe at the Zoological Gardens in Berlin, says the *Electrical Review*, has been seized upon by two Professors, Stumpf and Neesen, of the Berlin University, to make some interesting experiments in the study of the peculiarities of Siamese music. The professors hit upon the idea of employing the "telephonograph." With this apparatus the musical effects were reproduced with such accuracy, distinctness, and gradation in the succession of sounds that it was impossible to distinguish between the actual performance by the Court Theatre Troupe and its reproduction on the telephonograph.

THE CONCERT IN ST. GEORGE'S HALL.

If success is to be judged by attendance—as assembly in such venues it must be—then the promoters of the concert in St. George's Hall on Tuesday evening in aid of the funds of the Royal Naval Canteen have reason for congratulation. H.E. the Governor (Sir Henry Blake, G.C.M.G.) attended, and there were present a large number of naval and military officers, besides a numerous sprinkling of the general public.

The opening selection by the band of H.M.S. *Undaunted*, which was well received, was followed by the appearance of M. C. Lamont, who sang "All my World." Mr. Lamont possesses a very sweet tenor voice, and on this occasion may be said to have surpassed himself. The violin solo by Mr. L. A. de Gracia (accompanied by Professor Galuzzi) was a revelation in the possibilities of the instrument. Mr. de Gracia is a master of the violin, and combines accuracy (fingered with a certain fineness and delicacy of stroke that greatly enhances the melody. His first solo (from *Cavalleria Rusticana*) was encoored, and in response Mr. de Gracia repeated the latter part of the selection Of Mrs. Mudie and Mr. Alec Marsh it is unnecessary to say that they fulfilled every expectation, and had to respond to enthusiastic encores. In "Afton Water," that fine old Scotch composition, Mrs. Mudie was heard to special advantage, and brought vividly before her audience the deep pathos of the song. As an extra treat the singer gave, "Within a mile of Edinboro' Town," and portrayed to the full the part of the backward young lady in the song. "Comin' thro' the Rye," with its lively, easy-going air, was sung in response to a hearty encore for "Kathleen Mavourneen." Mr. Marsh's rich baritone voice was never heard to better advantage. As encores, he obliged with "The Yeoman's Wedding," in the hearty, rollicking strains of which he especially delighted his hearers, and "Stagion the Collier." Mr. G. P. Lamont and Mr. B. E. Hill have good tenor voices, with an abundance of volume. The former had to acknowledge an encore. Coming to the lighter part of the programme, Mr. Walwyn, R.W.F., quite convulsed his audience with that pantomime favourite, "Bobbing up and down like this." Mr. Walwyn's get-up and actions were a splendid imitation of the variety artist, and—as was sure to happen—he had to "bob up" again in response to an encore that would brook no denial. His "What ho! she bumps," dressed up as he was in an exaggerated sailor costume, surrounded by a youthful company possessing the dimensions of a small cart-wheel, was just as enthusiastically greeted. Mr. J. Mossop gave two recitations (humorous), and proved himself an eloquentist of no mean ability. In a word, the concert, from beginning to end, was an unqualified success, and on this fact we congratulate those responsible for its organisation.

The piano was lent by Lane, Crawford & Co., Ltd., and the booking, etc., was executed free of any cost by the Robinson Piano Co., Ltd.

The full programme was—
PART FIRST.
 Selection... Band H.M.S. *Undaunted*.
 Song... "All my World" Hope Temple.
 Mr. G. P. LAMMONT.
 Solo (Violin)... "Cavalleria Rusticana" Pietro Mascagni.
 Mr. L. A. DE GRACIA.
 (Accompanied by Professor Galuzzi).
 Song... "The Sailor's Grave" Sullivan.
 Mr. ALEC MARSH.
 Song... "Afton Water" Clelandhill.
 Mrs. MUDIE.
 Recitation... Mr. J. MOSSOP.
 Song (Comio)... "Bobbing up and down like this" Mr. F. J. WALWYN, R.W.F.

PART SECOND.
 Selection... Band H.M.S. *Undaunted*.
 Song "Even Braver Heart" ("Faust") Gounod.
 Mr. G. P. LAMMONT.
 Solo (Violin)... "Sylvia" Martin Mariet.
 Mr. L. A. DE GRACIA.
 (Accompanied by Professor Galuzzi).
 Song... "The Yeoman's Wedding" Crouch.
 Mr. ALNO MARSH.
 Song... "Kathleen Mavourneen" Crouch.
 Mrs. MYDIE.
 Song... "A Song of Thanksgiving" Alliton.
 Mr. B. E. HILL.
 Recitation... Mr. J. MOSSOP.
 Accompanists—Mr. A. G. WARD and Professor GALUZZI.

TELEGRAMS.
"DAILY PRESS" SERVICE.
THE CRISIS IN CHINA.
 [FROM OUR CORRESPONDENTS.]

SHANGHAI, 12th December, 7.20 p.m.
CHING AND LI TO USE
IMPERIAL SEAL.

The peace plenipotentiaries Prince Ching and Li Hung-chang have been authorised to take for use the Imperial Seal from the Forbidden City.

MOVEMENTS OF THE COURT—A NEW TALE.

The Grand Secretary at Hsianfu telegraphs to his family here at Shanghai that if the Imperial Court moves it goes first to Taiyuanfu.

London, 11th December, 5.25 p.m.

PROTEST AGAINST GOVERNMENT SUPINENESS.

Mr. Samuel, of the Shell Line of steamers, at the launching of a new shell tank steamer, protested against supineness of the British Government in the matter of British trade in the Far East.

THE WAR IN SOUTH AFRICA.

London, 11th December, 5.25 p.m.

LORD ROBERTS LEAVES THE CAPE.

Lord Roberts arriving at Capetown met with a magnificent reception. He sails to-night for England.

GERMANY AND THE LATE REPUBLICS.

Count von Bülou, interrogated in the Reichstag, stated that Germany did everything possible to prevent the war in South Africa. She left the Boer Republics no doubt of German neutrality.

GENERAL NEWS.

London, 11th December, 5.25 p.m.

NEW RESERVE FOR THE BRITISH FLEET.

The Admiralty contemplates establishing a Royal Fleet Reserve.

REUTER'S SERVICE.

London, 10th December.

THE COLONIES.

Lord Hopetoun has arrived at Adelaide. MR. KRUGER IN HOLLAND. The *Times*' correspondent at the Hague states that the Tsar has sent a courteous telegram to Mr. Kruger pleading his illness as an excuse for not receiving him, and extinguishing all hope of Russian intervention.

Queen Wilhelma received Mr. Kruger at a private interview. The visit was not returned.

INDIAN TROOPS IN CHINA.

The India Office has ordered Canadian fur coats and Moccasins for the use of the Indian troops in China.

RUGBY FOOTBALL.

The following team will represent the Club v. the Army at Rugby football to-day at 4 p.m.—Back—Russell; three-quarter backs—Cox, McMurtrie (Capt.), Strong, and Chetwynd; half-backs—Williamson and Llewellyn; forwards—Johnston, Hallifax, Bishop, Wilson, Sandford, Gibson, Stockwell, and Anderson. The following will represent the Army—Back—Binger, R.E.; three-quarter backs—Wall, R.A.; Tregent, G.H.C.; Harman, R.A.; Grindleton, R.A.; half backs—Forsyth, R.A.; Stevens, R.E.; forwards—Capt. Loring, R.A.; Lewis R.A.; Watson, R.A.; Stockwell, R.W.F.; Kitch, R.E.; Clapham, R.A.; Pannett, R.A.; and A. N. Other.

New York officials to-day, says a Washington despatch of the 2nd ult, got a taste of the methods used by the wily Chinese to enter the United States over the northern boundary. Night Watchman Murphy, who patrols the New York Central yards at Remsen, just across the Hudson river from Albany, while on duty last night saw a head pop out from a small opening in a car of loaded hay. Murphy turned his lantern on the head and saw that it belonged to a half-starved Chinese. "Bling water, bling quick," cried the yellow refugee. Murphy brought a bucket of water, which the half-starved heathen quickly drank. "Bling more," bling more," cried the man. Murphy brought a bucket of water and soon had six Chinese lined up in the yard. He turned them over to the Federal authorities. The men said that they had been shipped in the hay by an agent in Montreal. The Federal authorities are making an investigation.

SUPREME COURT.

Wednesday, 12th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TONG V. POON HUNG, SUED FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTNERS IN THE YU TUNG SHING FIRM.

This is a claim for \$1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiffs, and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

Mr. Pollock said that when the Court rose the previous afternoon he was pointing out that the defendants' account of what took place between him and the plaintiff was absolutely and entirely inconsistent with the account which the plaintiff gave of what took place between him and Chan Yu Tong at the time when Chan Yu Tong asked for the money. He submitted that it was quite clear from the inaccurate version which the plaintiff had given of the interview which he did feel very much obliged to hold Poon Hung back, and he did not really to hold Poon Hung back. He simply gave that inaccurate account of the interview with the defendant for the purpose of attempting to bolster up his claim against the defendant. Then there was the delay which had taken place on the part of the plaintiff in pressing this claim. He did not press the claim with the vigilance which one would expect from a man who thought he had a just and righteous claim. These points were of some importance, because they tended to show how absolutely untrue the plaintiff's story was. Then the plaintiff said that the plaintiff was manager of the Yu Tung Shing firm, and that at the time the plaintiff delivered the three several sums of \$500 he was the manager of the said firm, with an implied liberty to borrow money from outsiders. He therefore delivered judgment for the plaintiff for the amount claimed and interest thereon and costs of suit. He directed that Mr. Francis should settle the decree and submit it to Mr. Pollock, and that if necessary the parties should come into chambers for the final settlement.

POLICE COURT.

Wednesday, 12th December.

BEFORE MR. HAZELAND.

OBTAINING MONEY BY FALSE PRETENCES. Chui Cheung, a brewer, was formally charged with obtaining two sums of \$450 and \$102 from a Chinese mandarin named Huang Sun, and remanded on bail of \$1,000 until Wednesday next, at 9.30.

Mr. Hays is prosecuting and Mr. Thomson defending.

CUTTING AND WOUNDING. Four respectable-looking Chinamen were charged on remand with cutting and wounding a ricksha coolie at Woon Street, Wanchai, on the morning of the 6th inst. They pleaded not guilty.

Mr. Monney appeared for the prosecution and Mr. Hays for the defence.

The complainant, whose head was swathed in bandages, stated in evidence that one of the four defendants, who lives above him, allowed water to come through while he was at dinner. He asked him to stop it up, but he refused, and complainant went and reported the matter at the police station. On coming back he was set upon by six or seven men, the four defendants among them, probably because he went for the police. He gave them no provocation.

Cross-examined by Mr. Hays, it was not true that he went into the restaurant of one of the defendants, and, picking up a bamboo pole, intended to live over him, and he could not conceive why the other three should assault him. There were six or seven altogether, but some got away.

A private coolie who witnessed the row stated that the first defendant had a knife and the second a bamboo pole. The former stabbed the complainant, and on witness's calling out a demonstration the third defendant struck him over the nose with a bamboo, cutting him.

Mr. Hays cross-examined Mr. Hazeland found that the charge had not been sustained on certain essential points, and accordingly discharged the defendant.

BEFORE MR. KEMP.

DID NOT KNOW THE LAWS. An old Chinaman named Wong Tai, who has just arrived in the colony from America by the Nippon Maru, was charged, on the information of Sergeant Gourlay, who found him on the Praya, with being in possession of a revolver for which he held no licence.

Defendant pleaded that he did not know the laws of the colony relating to firearms, and was fined the nominal sum of \$5 or eight days. The fine was paid.

STEALING THIRTY DOLLARS' WORTH. Tam Tak and Min Yik, shop coolies, pleaded not guilty to stealing from a lockfast box one pair of rattan bangles, gold mounted, value \$30, and one suit of clothing, value \$3, the property of a widow residing at Shaikwan.

Complainant gave evidence as to her having given the box into the keeping of the shopkeeper that employed the defendants, and identified the articles produced in court as belonging to herself.

A factory hand deposed that one evening he saw the two accused working by the light of a lamp at the lock of the box, and taking therefrom the bangles and clothing.

The Magistrate passed sentence of one month's hard labour each.

STEALING A LIVE FOWL. Ho Kam, a vagrant, was charged with stealing a live fowl, the property of the Hung Hom horse repository. He denied the accusation.

John M. Abraham, a horse-boy at the repository, said he saw the defendant pick up the chicken and put it under his coat.

Ho Kam got a month.

It is believed to keep well that to have the quickest possible recovery from illness. That is why there is such a universal demand for articles like LEMCO, Company's Extract, now called LEMCO.

ROYAL HONGKONG YACHT CLUB.

The first club race, which had been postponed from the 11th November on account of the typhoon, was sailed on Sunday in a fresh nor'easterly breeze over Course No. 9 from Police Pier, Kowloon, round Kowloon Rock, Channel Rock and Meyer's Pier, twice round, the distance being 18 miles. All the yachts in the first class turned out and crossed the line almost simultaneously, with the exception of the *Active*, which was over before gun-fire, and whose race was hoisted, which was entirely ignored. It was the finest sight imaginable to see the nine yachts tacking up the reach to Blackhead's Pier, crossing and recrossing each other so closely that it required all the skill of the helmsman and implicit obedience to the sailing rules to avoid collision. As it was in stays, going about, to prevent pulling *Alamanch* ashore, with the unfortunate result that the main halliard parted and she took no further part in the race. By the time *Blackhead's* Pier was reached *Bonito* had managed to square out of the crowd and began steadily to increase her lead. *Iris*, with her usual good judgment, stood away on a long haul towards Hongkong and gained considerably doing so, the *Bonito* having very little to spare when they next neared the Dock Point. It was very disappointing that the *Alamanch* could not do herself justice, her mast being far too weak, and as it was buckling badly and threatening to go at any moment, her owner very wisely bore up for home. Kowloon Rock was rounded by *Bonito*, followed by *Iris* and *Maid Marian*, the two latter being close together all day. *Bonito*, as usual, gained on the heat to Channel Rocks, but on the run to Meyer's Pier made the mistake of taking in her spinnaker when the wind apparently shifted, but it soon went back again, and both *Iris* and *Maid Marian* gained on her considerably. The gybe at Meyer's Pier was safely negotiated by all, but from this time *Lonely* steadily increased her lead as the wind freshened, and came in an easy winner. *Iris* and *Maid Marian* having a race exciting race for second place. It will be noticed that the thirteen miles were sailed in only a few minutes over the two hours.

The timing at the finish was—

H. M. S. MARKS.	TOTAL TO DATE.
<i>Bonito</i>	3 9 9 10 21
<i>Iris</i>	3 10 55 4 12
<i>Maid Marian</i>	3 11 19 1 2
<i>Gloria</i>	3 16 35 0 0
<i>Active</i>	3 16 35 0 0
<i>Dover</i>	3 19 46 0 0
<i>Eric</i>	3 19 46 0 0
<i>Chanticleer</i>	3 19 46 0 0
<i>Alamanch</i>	3 19 46 0 0

In the second class *Meteor* simply romped away from the others, the *Dart* and *Payne* having an exciting race for second place until the *Payne* carried away her main halliard in gybing round Meyer's Pier the second time. In spite of this mishap she managed to obtain third place.

H. M. S. MARKS. TOTAL TO DATE.

H. M. S. MARKS.	TOTAL TO DATE.
<i>Meteor</i>	3 20 41 70 9
<i>Dart</i>	3 30 54 4 5
<i>Payne</i>	3 34 0 1 1
<i>Laughlin</i>	3 40 21 0 0

Club race No. 4 of the Royal Hongkong Yacht Club will take place on Sunday next, 16th December, over course No. 15. The second race for the Commodore's Cup is postponed until the 20th inst., on account of Volunteer Field Day.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST DECEMBER.

LEVEL.	1899.	1900.
Tyiam.....	4 ft. 24 in.	5 ft. 1 in.
Pokfulam.....	7 ft. 73 in.	6 ft. 7 in.
Wongmacheung 40 ft. 1 in.	17 ft. 9 in.	

STORAGE GALLONS.	1899.	1900.
Tyiam.....	349,520,000	342,520,000
Pokfulam.....	49,350,000	64,740,000
Wongmacheung.....	1,000,000	11,585,000
Total.....	400,050,000	418,845,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF NOVEMBER.

1899.	1900.
Consumption.....	96,697,000 104,075,000 gallons
Estimated population.....	203,000 200,000
Consumption per head per day.....	15.88 16.6 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF NOVEMBER.

1899.	1900.
Consumption.....	8,750,000 8,527,000 gallons
Estimated population.....	27,500 28,700
Consumption per head per day.....	10.8 9.9 gallons

The Government Analyst reports that the water is of excellent quality.

R. D. OMBERS, Water Authority.

FORMOSA.

Mr. Goto, Director of the Administrative Bureau in Formosa, who is now in Tokyo, in an interview with a press representative, says the *Japan Herald*, expresses himself, highly gratified at the administrative system of Formosa during the past three years. He emphasises the fact that every possible credit must be given to the financial operations of the Formosan Government. According to the latest estimates, the budget for the next fiscal year stands at—Revenue Y. 19,280,000 and expenditure Y. 25,000,000, the latter item including extraordinary outlays for various new undertakings. The deficit is to be covered by the remittance of 2,160,000 yen from the Central Government and also by levying a public loan. In connection with this loan, Mr. Goto states that the Governor-General will be authorised to raise a foreign loan, in order that he may be able to close between either foreign or domestic money as the state of the money market may dictate at the time of levying. Referring to the business condition of the Formosan Bank, he states that the Bank has already received in deposits over Y. 4,000,000.

With regard to the future prospects of the Government's finances, Mr. Goto reports no augmentation on the side of expenditure, on the result of gradual completion of sundry public works, but he is positive of a probable increase on the side of revenue, probably up to Y. 20,000,000 within the next three years, owing to the successful working of the monopoly systems of opium, camphor, and salt, and also judicial enforcement of taxation of land. Mr. Goto anticipates a promising future for sugar production in Formosa, which he hopes to grow to the enormous figure of Y. 40,000,000 before long.

LATE TELEGRAMS.

NEWS VIA AMERICA.

THE CRISIS IN CHINA.

London, 13th November.

Dr. Morrison, writing to the *Times* from Peking on Sunday, says—

"Pressed by the common desire for a speedy termination of present conditions, the foreign envoys have finally agreed to the following terms, to be presented in a joint note which, subject to the approval of the governments, will be pressed upon China as the basis of a preliminary treaty."

China shall erect a monument to Baron von Ketteler on the site where he was murdered and send an Imperial Prince to Germany to convey an Imperial Rescript to the Emperor of Germany. She shall inflict the death penalty upon clerical persons and officials already named and suspend provincial examinations for five years where the outrages occurred. In future all officials failing to prevent anti-foreign outrages within their jurisdiction shall be dismissed and punished. (This is a modification of Mr. Conger's proposal.)

Indemnity shall be paid to the states, corporations and individuals. The *Boxers* shall be abolished and the functions vested in a Foreign Minister. Rational intercourse shall be permitted with the Emperor as in civilised countries.

"The forts at Taku and other forts on the coast of China shall be razed, and the importation of arms and war material prohibited. Permanent legation guards shall be maintained and also guards of communication between Peking and the sea."

Imperial proclamations shall be posted for two years throughout the empire suppressing *Boxers*.

"The indemnity is to include compensation for Chinese who suffered through being employed by foreigners, but not compensation for native Christians. The words 'missionary' and 'Christians' do not occur in the note."

EXECUTIONS CAUSE DISASTROUS EFFECT.

Washington, 12th November.

It is understood that the Chinese authorities at Peking have been profoundly aroused by some of the executions of Chinese officials which have taken place recently and that they have made known in an official way their surprise and regret that this should be done while the peace negotiations are going on. It is reported that the execution of the Acting Governor of Chihli is looked upon as particularly reprehensible.

This Acting Governor, occupying the place of Li Hung-chang, at Peking, occupying his position in all ways excepting Earl Li's functions while he was conducting the peace mission. His headquarters were established at Peking, whence the allied forces under the German commander recently directed their expedition. It is said that the Acting Governor made no opposition to the advances of the German and other allied troops, although he had an army capable of resisting. He is said to have come from the city to meet the allies and to have turned over his viceroy to them. Chinese officials maintain, therefore, that this summary execution of one of the highest officials, while he is said to have been non-combatant and peaceful, is extraordinary and calculated to stir up animosity among the Chinese people, which there is every desire to avoid.

ENGLAND MAKES A PROTEST.

London, 13th November.

Great Britain has made a courteous protest to Russia, says the *St. Petersburg* correspondent of the *Daily Mail*, "against a few regrettable incidents in China where Russians have opposed the hoisting of the British flag."

END OF THE PARIS EXHIBITION.

Paris, 12th November.

The booming of a cannon from the first story of the Eiffel tower to-night announced that the exposition of 1900 had ceased to exist. It ended in a blaze of illumination, the final evening being celebrated by a night fête. The closing dances, however, were small, visitors being kept away by a cold, drizzling rainfall. The wisdom of the authorities in refusing to prolong the exposition farther, as was warmly urged in quarters a little time ago, was vindicated by an examination to-day of the buildings. Many were found to be in a lamentable condition, even the official structures lacking much of the original stucco and paint, while several foreign pavilions, chiefly of plaster construction, demonstrate the clumsy character of the work that is unequal to battling with autumn winds and humidity, to say nothing of winter storms. The idea of their permanent retention is absurd.

Official statistics show that the exposition was a gigantic success from the point of attendance, which was double that of the exposition of 1889, when 25,121,975 persons passed the gates. When the gates of the exposition of 1900 closed this evening more than 50,000,000 persons had passed through. The British and Belgians headed the list in 1889 in point of numbers, but this year the Germans were first and the Belgians second, with the British behind. The Americans also formed a very noticeable contingent. Indeed, they were in the majority more than 600,000 visitors, as compared with a maximum of 335,377 in 1889.

This evening tickets which had brought a sou in the afternoon were sold at the rate of five for a sou. A curious scene was witnessed at the exposition gates shortly before six o'clock, when the authorised ticket bureaux, which earlier in the day had been selling tickets for two sous, reduced the price to one. The street hawkers, indignant at this, attached cards to their coats inscribed "Give you a ticket for nothing."

For a time collisions between street hawkers and the employees of the exposition seemed likely to result, but the police intervened and averted trouble.

M. Hanotaux, former Minister of Foreign Affairs, in an article entitled "The Balance Sheet of the Exposition," says: "France expended 200,000,000 or 300,000,000 francs to erect the exposition. She has recovered them easily in the increase of the treasury receipts, which for this year alone is nearly 100,000,000 francs in the surplus of Paris octroi duties, in the monuments remaining to the state on the city, and in the quays, bridges, and improved transportation facilities bequeathed by the exposition. Moreover, there has been a general exodus of the city which has contributed to its brilliance and beauty."

"The work of removing the exhibits can begin after midnight. No residue will be left of the great exposition except the immense hotheouses on the north bank of the Seine and the art palaces. The Project of the Seine submitted to the Municipal Council to-day a scheme to demolish all the buildings on the Champs de Mars and Trocadero. The centre of the grounds will be maintained in the form of gardens, for the embellishment of the city, while the wide boulevards will be sold for building lots, for the erection of mansions and hotels. The state is asked to abandon its right to use the site for future exhibitions."

NEW U.S. NAVAL GUNS.

POWER SOON TO BE TESTED.

New York, 12th November.

Two naval guns, the most powerful of their respective calibres in the world, will be tested this week at the Indian Head proving grounds, says a Washington despatch to the *Herald*. One of these weapons is twelve inches and the other six inches in calibre. They are intended for the monitors of the *Arctique* class and the battle-ships, armoured cruisers and protected cruisers under construction and projected.

Both guns were built in the naval gun factory in the Washington navy yard, under plans passed by Rear Admiral O'Neil, chief of the Bureau of Ordnance.

The approximate amount of smokeless powder required for each charge of the 12-inch gun is 400 pounds. The projectile weighs 850 pounds. Rear Admiral O'Neil estimates that muzzle velocity will reach, if it does not exceed, 2,800 feet a second and the energy is estimated at 46,442 foot-tons. A shell fired by this gun will penetrate 23.5 inches of hardened steel and 20.4 inches Krupp steel. By using capped projectiles a still greater thickness of Krupp armour can be penetrated.

The latest 12-inch gun built abroad has only produced a maximum velocity of 2,600 feet a second at its muzzle. The 12-inch gun now on board the *Oregon* and other battle-ships of her class has a maximum velocity of 2,300 feet a second with smokeless powder.

GENERAL NEWS.

Washington, 12th November.

The French Ambassador has thus far given no official recognition to the publication that an agent of the War Department has placed at the disposal of the Board of Fortifications the secrets of the new French field gun. It can be stated positively that the French Charge d'Affaires, M. Thibault, will take no initiative in the matter. The publication has come to his attention unofficially, but it is unusual to take cognizance of such publications beyond forwarding them as a matter of information to the proper authorities. Naturally, however, this particular publication has aroused great interest and not a little surprise, although the French officers are careful to refrain from the slightest expression of their personal views on the subject.

THE U.S. AND MOROCCO.

Washington, 12th November.

The Government of Morocco has again declined to meet the demands of the United States for the payment of an indemnity on account of the killing by a mob of Monsieur Esigian, a naturalized American citizen. The last request was made by United States Consul Gunner, and the latest declination of the Government of Morocco was accompanied by an intimation of its freedom from liability under the terms of the convention between Morocco and Spain.

The State Department has come to the conclusion that the Consul's representations will be more effective if he is supported morally by the presence in Moroccan waters of a United States warship, and it is probable he will make his visit to Fez to again present the case as a passenger on a vessel to be selected by the Navy Department to find that the supply of the port nearest to the Moroccan capital.

The Kentucky arrived at Algiers to-day. The *Dixie* has sailed from Algiers for Bizanz.

THE GERMAN BARBER.

New York, 12th November.

A cable to the *Sun* from Berlin says—Three hundred representatives of the industry, finances and commerce of Germany met at the Kaiserhof yesterday and organized a temporary association of manufacturers and financiers with the object of maintaining the present customs policy of the Government. Dr. Siemens, Director of the German Bank, said they must combat the exaggerated claims of the agrarians for prohibitive customs duties. President Herz of the Berlin Commercial Community and Adolph Weichmann of the Hamburg association spoke in a similar strain.

U.S. SUPREME COURT AND PHILIPPINE CASES.

Washington, 12th November.

The United States Supreme Court postponed the argument in what are known as the Porto Rico and Philippine cases until December 17th. The postponement was made at the instance of Attorney-General Griggs and the object is to have other cases involving cognate questions now pending in the United States Circuit Courts argued first. The Supreme Court has been dealing with these cases in their broader and more difficult phases. In their broader and more difficult phases, the question whether Porto Rico and the Philippines are part of the United States and are as such entitled to free commercial intercourse with it.

Announcement was made that the tribunal would take a recess of a fortnight from next Monday.

Chief Justice Fuller to-day announced the refusal of the United States Supreme Court to review the proceedings of the Provisional Court established by Governor General Davis in Porto Rico in the case of Jose Juan Vidal and others, by which they were ousted from their official offices of the town of Guaymas in that island. The refusal was based on the ground that the Court is not empowered to review the proceedings of a military tribunal by certiorari.

CHARTING THE PHILIPPINES.

Berkeley, 12th November.

Three students of the University of California have been appointed to the task of charting the Philippine islands for the United States Government. With George Putnam and F. W. Edwards, engineers of the United States Coast and Geodetic Survey, they are to sail for Manila next Friday to commence the long task of determining accurately the situation and the coast features of the Philippine archipelago. The most chosen are Joseph S. Hill, Henry O. Pixley and Alexander Colt. They were selected from a mass of candidates by Professors Frank Soule and A. O. Louschner, of the department of civil engineering in the University.

The party is the first to be sent by the Government to chart the islands and waterways of our new possessions, much of which is known to be badly mapped and uncertain of navigation. The engineers will have to enter an entirely new field and work up all their own data from first-hand observation. The work is considered to be of the first importance to shipping, especially as the recent researches have shown that many of the South Sea islands are charted miles from their true position.

LORD DURHAM AND AMERICAN JOCKEYS.

London, 12th November.

In view of the local stewards of Liverpool having summoned Wisbech, the trainer, and Lester Reiff, the jockey, for an explanation of the Doncaster running of Richard Croker's horse *The Scotchman*, it is regarded in racing circles as likely that Reiff's license will be cancelled.

Lord Durham to-day accused Reiff of "pulling." Telegraphing to the officials of the Liverpool race course, writing an investigation.

Lord Durham says: "In a speech at the Jockey Club Houghton meeting, I said Reiff had not attempted to beat *Gerolstein* at Doncaster, so my complaint was not made because I lost the race. I hope the case will be referred to the stewards of the Jockey Club."

THE EASTERN-CHINESE RAILWAY.

An announcement in the Russian *Official Gazette* says that owing to the disturbances in China it has become necessary to revise the Russo-Chinese Convention made with regard to the Eastern Chinese Railway.

"For the protection of that section of the line already completed, as well as the further portions still under construction, and also for the maintenance of peace and security throughout that part of Manchuria traversed by the permanent way, it is necessary to maintain a very numerous and powerful guard of carefully picked men. This arrangement is, on two chief grounds, undesirable. In the first place, the maintenance of so large a military guard in times of peace would tend to provoke a hostile antipathy among the natives; and secondly it would involve this country in a permanent annual outlay which it can ill afford. It is to be remembered that it is not only against the marauding *Tunguses* the railway has to be guarded, but also the numerous and well-armed bands of roving rebels and brigands. The Chinese Government would, no doubt, be willing to take upon itself the responsibility of protecting the Manchurian railway, but what guarantee would it give for the fulfilment of that duty? None at all. Russia has lately been driven to the conviction that the Chinese Government is utterly helpless to carry out any such agreement. Consequently the Convention in question must be revised."

The question of the coal supply is at present attracting attention in every industrial country in the world. In Japan, great developments have taken place in recent years in the coal industry, and men-of-war as well as the vessels of the mercantile marine can obtain all the coals they require from Japanese sources. At the half yearly meeting of the Hokkaido Colliery and Railway Company, recently held in Tokyo, the total profit for the half-year was stated to be 751,512 yen, which, after setting aside considerable sums to the reserve fund, to rewards and bonuses, to loan redemption, and carrying forward a considerable amount to the next account, was sufficient to pay a dividend of 12 per cent.

The directors decided to put aside a sum of 150,000 yen for the purpose of starting the manufacture of coke, for which the company's coal is judged to be excellent. It was, moreover, agreed that in future foreigners should be legally entitled to own the shares of the company, and that its by-laws should be amended accordingly. This latter provision, *Engineering* presumes, may lead to important developments, as it opens the way to the utilisation both of foreign capital and experience. The high price of coal in Europe has made the Japanese colliery owners dissatisfied with the profits they have been making.

JAPANESE COAL INDUSTRY.

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Since the outbreak of troubles in China the coal market in Japan has been at rather a low level, for while the Cardiff coal rates at as much as 20 yen per ton, the Japanese does not rise above 6 yen. Now, the calorific power of the Japanese coal being 6 to 10 of Cardiff, such a wide disparity between the two classes of goods is regarded as very strange. Count Inouye, who is a great authority on financial matters, has been endeavouring to bring home this point to the minds of the principal coalowners, and on inquiring into the anomaly he was surprised to find that the supply of Japanese coal was short by about 700,000 tons lately, according to the statistics relating to the demand and supply of coal during the past few years. A conference was held with some of the principal coal-owners, and the conclusion was arrived at that the low prices were due to the reckless method of sale by the coal merchants, and it was agreed to form a syndicate with the object of suspending the sale of coal for two months. This scheme, *Engineering* adds, involves the necessity of giving more or less accommodation to petty coal merchants and owners of small mines so that they may be enabled to tide over the temporary pressure occasioned by the interruption of transactions, and arrangements have been made with two of the powerful banks for this being done provided that the cheques issued by the syndicate are accompanied by receipts for the deposit of coal. It has been agreed that a minimum standard price shall be fixed, and that all sales below that standard shall be prohibited. The minimum has tentatively fixed at 7 yen for the best coal, as against 6 yen, the ruling price at present, and the arrangement will be in force for two months. This arrangement is only one of the signs of the times, and suggests that financial engineering may be even more effective than mechanical engineering in the making of money.

JAPANESE ACCOUNT OF AN ANGLO-RUSSIAN FRACAS.

The *Hochi* reports that on the 12th ult.

when some ten British soldiers were about to enter a gate of the Imperial Palace in Peking, having obtained permission from their commander to view the palace, about thirty Russian soldiers came out laden with spoils which they, it seems, had gathered in the palace. The Russians stopped the British soldiers, asking the latter to buy the spoils which they had seized. As a sort of pretext, the Russians levelled their rifles at the British and tried to make them believe that, as the palace had been handed over to the Chinese authorities, they, the British, had no right to enter the gate, and finally commanded them to retreat. A fracas between the two parties then ensued, but the English being in a great minority were driven back. The British soldiers generally were greatly enraged on hearing of this engagement, and their commander told the Russian authorities that he would not permit his men to mount guard on the palace gate, and that he would punish any Russian who attacked the English must be day punished. The Russian authorities had no answer to give than that there was no soldier in the Russian army who had struck any Englishman on that day. Though the British soldiers have taken no step in the way of reprisal, the animosity between the armies has been considerably increased by the incident. The cause of the fracas is attributed to another incident which occurred during last October in Peking when a Russian soldier, who was noting with insolence to a Chinese woman, was stung by blows by some British soldiers. This is said to have caused among the Russians a smouldering hatred towards the British, but the Russians are said to deserve some punishment, for they continue to behave with horrible cruelty towards Chinese females.

EXPORT CARGO.

Per P. & O. steamer *Solway*, sailed on the 8th Dec.

For London:—1,006 bales hemp from Manila, 2 cases cigars, 61 bales raw silk, 7 cases silk, 70 chests Turkish opium, 325 rolls matting, 69 cases chinaware, 23 cases cigars, 20 cases tea in transit, 1 case scotch, 1 case blackwoodware, 1 case effects, 1 roll

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF RUBY DWYER, Late of Victoria, Hongkong, Single Woman, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 31st day of January, 1901, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 12th day of December, 1900.

J. W. NORTON-KYSHE, Official Administrator.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on SATURDAY,

the 15th December, 1900, at 2.30 p.m., at his Sales Rooms, Queen's Road.

TWEED, SERGE, CRICKETING FLANNEL (Scrap Shrink) in Suit Length.

LADIES' DRESS MATERIALS, SOCKS, STOCKINGS, BLANKETS, &c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 13th November, 1900. [3135]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messrs. HOTTZ & JACOB and COMPANY have applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:—

1.—A Persian Soldier in National Uniform holding a rifle with the left hand and resting it on the shoulder, the right hand is closed to a fist on the leather belt, with a sword being on the left. There is a Persian lion on the closure of the belt and also one on the soldier's cap.

2.—The figure of a Chinese dancing on the rocks in mid ocean with his right hand stretched out holding a Chinese Coin.

3.—A Room having a yellow curtain on its left. In the room are a Chinese woman sitting beside a table on a mat. On the table are books, a small pot and a lighted candle. One of the women is pointing out to her companion a passage in the book which the other is listening to.

4.—The figure of a Chinaman holding a staff with his left hand and directing a Chinese woman standing next to him. The woman holds a fan with her left hand and is listening to the man. The pair are standing close to a house facing a hilly landscape with a stork flying above their heads.

5.—The figure of a Chinaman sitting on a rock with his feet in the water. His right hand is stretched out pointing to a woman kneeling beside him, as if supplicating him a water spout with all sorts of fishes, shells, &c.

6.—The figures of Chinese Ancient Warriors on a field practising bow and arrow, with an Umpire watching them.

7.—The figure of a Chinese Woman sitting upon a dragon in the midst of clouds playing a flute.

8.—A Rose with a Butterfly perched upon it sucking its juice.

9.—A richly ornamented Vase in which a bunch of flowers protrude; beside the vase is a bowl with three fruits.

10.—Nine Chinese Lady Musicians sitting under a tree. There is a table at the foot of the tree. A woman is sitting by the table with two women standing behind her. A woman is sitting on a stool holding a fan. Five of the women are on the left side of the tree. One of them has a musical instrument on her lap, while two sit opposite her and two are behind her.

11.—A Chinese Woman in a boat dressing her hair with a baby standing by her holding what appears to be a butterfly fastened to a thread. In the boat there is one can, a bamboo with a coat being three trees and a basket. The boat appears to be stationed beside a tree on the sea.

12.—A tree with a monkey perched on it stretching out her hand to pick berries. A house is fastened to the tree.

13.—Two flower boats floating on the sea with Chinese families in them. A woman in one of the boats is looking out of the window towards another boat with a warrior carrying a little child. The boats appear to be drifting on the sea.

14.—A woman standing beside a tree on the bank of a river. A Chinaman is holding a horse by the bridge in the act of making a proposal to the woman.

15.—A Chinese nobleman in the act of riding a horse with the assistance of his groom.

—In the name of HOTTZ & JACOB and COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARKS are intended to be used by the applicants in the respect of Cotton Piece Goods of all kinds in Class 24.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 12th November, 1900.

WILKINSON & GRIST, Solicitors for the Applicants.

OWNERS OF HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law are reminded that the period during which this work should be finished ends on the 31st day of December, 1900, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any Owner in default after the above named date.

By Order of the Board.

G. A. WOODCOCK, Acting Secretary.

Sanitary Board Office, 1st December, 1900. [3069]

Note.—The Western Division of the City lies to the West of Morrison and East Streets.

伯生號

YEE SANG & CO.

COAL MERCHANTS

has always on hand

LARGE STOCKS EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwock & Co.

No. 144, DES VEAUX ROAD. [32]

AUCTION

THE ON TAI MARINE INSURANCE COMPANY, LIMITED. (IN LIQUIDATION).

MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION,

on THURSDAY,

the 20th December, 1900, at 3 o'clock p.m., on the Premises,

All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.

The Property will be offered for Sale in SIX LOTS as under:—

Lot No. 1.—All that very Valuable Corner Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 4, 6, 10, 12, and 14, Des Vaux Road, West (formerly Nos. 3, 5, 7, 9, and 11, Praya West) together with a right of way over a proposed road 25 feet wide at present forming part of the said Reclamation. The Premises contain an Area of 4,520 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225 are held for the term of 999 years from the 26th December, 1871, at the appportioned Annual Crown Rent of \$69.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as No. 16, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 225 are held for the term of 999 years from the 26th December, 1871, at the appportioned Annual Crown Rent of \$69.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 3.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 1/2 inches by thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 123 feet 4 inches or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Brown. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned yearly Crown Rent of \$40.00.

Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road, and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 122 feet 6 inches or thereabouts and on the East side of 130 feet or thereabouts and an area of 1,066 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 7.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 8.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 9.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 10.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 11.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

Lot No. 12.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND, fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.

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Hongkong, 16th November, 1900. [2561]

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Hongkong, 17th February, 1899. [189]

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Telegraphic Address: "Boavista." [2549]

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CURRIES & SPECIALITY
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
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Terms Moderate.
SINGAPORE.
SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. [251]

FRENCH YELLOW-BOOK ON
CHINA.

The Yellow-book on China, which was issued
in Paris on the 9th ult., is a volume of 281
pages, and describes the events from the out-
break of the Boxer movement in July, 1899, to
the relief of the Legations. Much, of course,
has been forestalled by the English "Blue-book
and other publications, but the journal of the
French Minister, extending from June 19 to
August 15, is of extreme interest. In a despatch
of August 28 M. Pichon thus describes the
events in Peking:

"From June 20 to August 14 the Legations
have been besieged by the Imperial troops.
They have had to contend with incendiary
fusillades, cannonades, and mines. The escorts
which defended them consisted—officers included—
of 400 men, to whom may be added 80 volun-
teers armed with carbines of various types or
with sporting guns. They possessed an Italian
37mm. gun, a Maxim, and an Austrian and an
American mitrailleuse. The Italian, Japanese,
and Russian detachments, especially the two
former, had but a scanty armament. The num-
ber of troops which this handful of foreigners of
all nationalities had to combat may be estimated
at 5,000 or 6,000. These troops, provided with
Mauser or Mannlicher rifles, possessed consid-
erable strength in artillery, but they utilized only
a few of their guns. They had an enormous
quantity of munitions. They were backed and
served by more Boxers and coolies than they
could employ, and all the arsenals and magazines,
admirably provided, were open to them. The
Government would have freely given them all
the reinforcements which they might have
deemed necessary. They have fired more than
3,500 cannon-projectiles and millions of car-
tridges, large and small.

"It may be asked how the besieged have re-
sisted and been saved. To prevent the general
massacre to which everything seemed to doom
them, a series of extraordinary events was ne-
cessary, the origin of which is, perhaps, less
due to the will of the men than to a concurrence
of circumstances that none could foresee. If,
on June 20th, the Diplomatic Corps had gone
to the T'ungchi Yamen, as it had manifested an
intention of doing, none of its members would
have escaped death, or, at least, the fusillade
of the Chinese soldiers. Chance ruled that the
German Minister alone repaired to the audience
which the Ministers had asked for. He was
assassinated. If, on June 22, the evacuation
of the French, German, American, and Russian
Legations had been maintained, or if it had
taken place some days later, which had been
seriously proposed, the English Legation would
have succumbed in less than a fortnight. If
from the commencement of the siege we had
not discovered in the deserted houses sufficient
rice and wheat to feed 900 refugees and 2,400
native Christians for more than two months,
we should have been a prey to famine. If our
aggressors, instead of sending most of their
artillery to Tientsin, had retained some good
gunners at Peking, we should have been unable
to protect ourselves against their cannon. If,
moreover, the Chinese had had some courage
and had attempted to storm our walls and
barricades, we should have been overwhelmed
by the numerical superiority which they
could bring against us. If from July 17
we had not profited by a kind of inter-
mittent armistice, all the causes of which it
is difficult to unravel, the losses which we should
have undergone—estimating them by the propor-
tions of those which had been inflicted upon
us up to the partial suspension of the firing—
would have reduced us to impotence. More-
over, our munitions would have been entirely
exhausted before the possibility of our relief.

If the international army arriving on August
14 in the Chinese capital had postponed its
entry for 24 hours, it would probably not have
found us any longer living. The Chinese had
made a mine 54 metres long under the English
Legation, which on being blown up might have
killed a hundred persons and would have opened
up to the assailants the refuge of the women
and children. They had completed on the wall
a similar work which would have blown up the
Russian-American barricade, and they had nearly
reached the same result at the French Legation.

"Our deliverance is due, therefore, to a col-
lection of events which cannot be explained by
logical reasoning or by a chain of rational con-
siderations. I may add that the success, which
might have caused serious obstacles to the move-
ments of the army sent to our relief, was pecu-
liarly element for us. Instead of the customary
rains of July, we had, with the exception of
some refreshing and beneficial storms, a dry and
moderate temperature. Everything rendered
possible even at an earlier date than that selected
a coup de main on Peking, whence the Chinese
would have fled, as they actually did, on the
approach of our artillery. To be quite fair, I
should say that the intervention of the Japanese
has been specially favourable for us. It is they
who, best understanding China and the Chinese,
have given the allied troops the surest and most
accurate information. It is they who during
the siege succeeded in sending to Tientsin
couriers who bore precise news of our desperate
situation. It is they who caused the decision
to march forward without awaiting reinforce-
ments after the flight at Peking, in which the
French troops greatly distinguished themselves.

It is the Japanese who, with the support of
the Italian detachment and of French and English
volunteers and marines, were mainly charged with
the defence of the Chinese Christians, whom
our weak forces rescued from a death still more
menacing for them than for ourselves. They
acquired themselves of this task with a courage
above all praise and with remarkable intelli-
gence, and Colonel Shiba, who commanded
them, has been one of the officers whose qual-
ities have been most appreciated.

"It is interesting, on this point, to compare
the losses suffered by each detachment. Out of
89 men, including officers, the English have had

three killed and 19 wounded; out of 87 Russians
four were killed and ten wounded; out of 68
Americans seven killed and ten wounded; out of
51 Germans 12 killed and 15 wounded; out of 48
French 11 killed and 22 wounded; out of 35
Austrians four killed and 11 wounded; out of 29
Italians seven killed and 12 wounded; out of 25
Japanese five killed and 20 wounded. To this
total of 53 killed and 119 wounded must be added
12 killed and 23 wounded among the Volunteers,
which makes, for less than 500 men, 65 killed
and 142 wounded. The 35 Volunteers killed or
wounded were for the most part Japanese, Eng-
lish and Russians. We have, however, had to
deplore the death of three Frenchmen, Captain
Labrousse, of the Marines, who was on a visit to
Peking, M. Wegner, son of our former Consul-
General at Shanghai, who belonged to the Custom
service, and M. Gruntings, interpreter of the
Peking-Hankow railway. Lastly, we had at
Peking 30 sailors and one officer, of whom we
had five killed, including Naval Ensign Henry,
and nine wounded. The Italians had at Tan-
tsing (an establishment of the Peitang
nuns) ten sailors and one officer; they had six
killed and three wounded, including the officer.
Except for Peitang, which profited by no
armistice, was, with few exceptions, before
July 17 that voids were made in the ranks of
our sailors and volunteers. After that date we
have scarcely had to record one-fifth of the
losses previously experienced by us.

"The time has not come for setting the res-
ponsibilities involved in this horrible drama, still
covered by so many obscurities. What can be
at once said is that the principal role has been
played by three personages whose names are to
be remembered and whose punishment cannot
be too severe—Prince Tuan, father of the heir
presumptive to the throne; General Tung Fuh-
siang, commander of the troops of Kanun, known
for his savage hostility to every civilised man;
and the Chief Secretary of State, Kang-yi.

Besides these ringleaders, high rank there
have been accomplices of less elevated rank and
less influence, such as Li Ping-hong, former
Governor of Shantung, superseded under Ger-
man pressure at the time of the capture of
Kiaooweh; Prince Lan, brother of Tuan; and
Prince Chuang, who had been nominated to
enrol and direct the Boxers. The policy of the
triumvirate formed by Tuan, Tung Fuh-siang,
and Kang-yi has been forced upon the Emper-
ess, whose enterprises I am far from excusing or
extenuating, but who, under her despotic de-
monstrations, has been merely an instrument at
the disposal of these imbecile fanatics. It may be
said that from June 20 to August 15 Peking
was officially governed by the Boxers, who
indulged in the worst forms of brigandage,
stealing, pillaging, and assassinating the Chris-
tians or the peaceable inhabitants who refused
to take part in or pay tribute to their orgies.

These acts were accomplished amid unparalleled
anarchy, the pillagers bring on each other and
the soldiers fighting with each other for the
best share.

"The lessons offered by the European victories,
especially the capture of Tientsin, and by the
approach of the international army, at intervals
cast trouble and confusion into those around the
Sovereign. The infatuation of the Mandarins,
who fancied themselves equal to a war with the
world, received a shock from our successes. The
moderate element, represented by Prince
Ching and the third party of which Yung
Lu seems to have been the incarnation, at-
tempted to check the odious acts of mad-
ness which were leading the empire to cata-
strophe. But courage is not what distin-
guishes high Chinese Mandarins, and even
those who appreciated the peril did not venture
to do what was necessary to avert it. They
stopped midway, preferring to have bloodstained
hands, to leave the Legations threatened by
mines and barricades, rather than expose them-
selves personally to the vengeance of the raving
madmen whom the Emperess obeyed. They had,
moreover, before their eyes examples calculated
to instil this cowardice. Four members of the
T'ungchi Yamen and a Minister of the Imperial
Household were executed a few days before the
entry of our troops on the spot where common
criminals are beheaded. Among the victims of
this punishment, which the barbarous refine-
ment of its authors had rendered more infamous
than any other, two—Hsu Ching-chong, former
Minister in St. Petersburg and Paris, and Hsu
Yung-yi—were chiefly guilty of having bought
a coffin for the German Minister, assassinated
by the express order of Tung Fuh-siang. The
three others—Yuan-chang, Lien-yuan, and Li-
shan—were accused of lukewarmness in the
attempts to check the odious acts of the
madmen.

"The facility with which the Emperess lent
herself to these reprisals impressed those who
feared to be victims in their turn. Hence the
unstable and equivocal character of the armis-
tice, which, nevertheless, allowed us to come
through our ordeal alive. Hence sudden con-
flicts between the various parties represented in
power, a conflict the effects of which we could
ascertain by the degree of violence in the at-
tacks which we had to repel. According as
Prince Tuan and his acolytes were more or less
confident in their dictatorship or as Prince
Ching and, in a lesser degree, Yung Lu felt
reassured or not, we were more or less exposed
to the enemy's fusillade. These alternatives

of perseverance and faltering in evil contributed
to the failure of the outrage organised by a
Government which took upon itself to order
general massacre of the foreigners living in its
capital, particularly of all the members of the
Diplomatic Corps, without excepting the wa-
men and children."

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS IRENE."

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived,
Consignees of Cargo are hereby informed that
their Goods, with the exception of Opium,
Treasures, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th December will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 18th December,
and THURSDAY, the 20th December, at 9.30
A.M.

No claims must reach us before the 22nd
December, or they will not be recognised.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents,
Hongkong, 10th December, 1900. [8]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DARDANUS"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dowens of the Undersigned; in both cases it will
be at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and
after the 7th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 14th instant will
be subject to rent. All damaged Goods must
be left in the Godowns, where they will be ex-
amined at 11 A.M. on the 14th instant.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 7th December, 1900. [3028]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTONI UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA."

having arrived from the above ports, Con-
signees of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, whence
delivery may be obtained. Perishable Goods
to be taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within seven days
after the vessel's arrival here, after which no claims
will be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 16th
instant will be subject to rent.

Bills of Lading will be countersigned by
CABLOWITZ & CO.,
Agents,
Hongkong, 1st December, 1900. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From London, ex s.s. "Victoria."
From Australia, ex s.s. "Oceania."
From Persia, ex s.s. "B. I. S. N. and
B. & P. S. N. Co.'s steamers."
From Aleppo, ex s.s. "Nizim."

Optional goods will be landed here unless
instructions are given to the contrary before
9 A.M. TO-DAY.

Goods not cleared by the 10th instant, at
4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent,
Hongkong, 10th December, 1900. [1]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIPE"

FROM TACOMA, VICTORIA AND

Kobe.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersign-
ature, and to take immediate delivery of their
Goods from alongside.

Consignees are required to sign Average
Bond which is lying in the Office of the un-
dersigned and pay deposit of 5 per cent on the
value of their goods.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents,
Hongkong, 11th December, 1900. [10]

PORTLAND CEMENT

J. B. WHITE & BROS

Sole Agents for China,
HOLLIDAY, WISE & CO.
Hongkong, 18th September, 1899. [2724]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ANTENOR	Brit. str.	---	Jackson	BUTTERFIELD & SWIRE	To-day.
LONDON	SOCOTRA	Brit. str.	---	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON, &c., VIA PORTS OF CALL.	CLYDE	Brit. str.	---	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	CLYDE	Brit. str.	---	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	---	Brown	BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL	ULYSSES	Brit. str.	---	Edmondson	BUTTERFIELD & SWIRE	On 14th inst.
LIVERPOOL	PRINZ HEINRICH	Ger. str.	---	W. Bainbridge	MELCHERS & CO.	On 24th inst., at Noon.
BRISBANE, VIA PORTS OF CALL.	INABA MARU	Jap. str.	---	Durand	MESSAGERIES MARITIMES	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	ERNEST SIMONS	Frean. str.	---	G. E. P. Cook	NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	SHINANO MARU	Jap. str.	---	Forst	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	ARAGONIA	Ger. str.	---	Hempel	CARLOWITZ & CO.	On 22nd inst.
HAVRE & HAMBURG VIA COLOMBO	WITTENBERG	Ger. str.	---	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	---	Müller	CARLOWITZ & CO.	On or about 12th Jan.
HAVRE & HAMBURG	SIBERIA	Ger. str.	---	Braun	CARLOWITZ & CO.	On or about 22nd Jan.
HAVRE & HAMBURG	SIBERIA	Ger. str.	---	Braun	CARLOWITZ & CO.	On or about 5th Feb.
NEW YORK VIA PORTS AND SUEZ CANAL	HIBSON	Brit. str.	---	E. G. Warner	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK	DEVONSHIRE	Brit. str.	---	Hansen	McGREGOR BROS. & CO.	On 17th inst.
NEW YORK VIA SUEZ CANAL	R. MORROW	Brit. ship	---	Douglas	CARLOWITZ & CO.	On 21st inst.
NEW YORK	EXPRESS OF JAPAN	Brit. str.	---	H. Pybus, R.N.R.	ARNOLD, KARBURG & CO.	On or about 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	GLENOGLE	Brit. str.	---	W. Frazer	CANADIAN PACIFIC R. CO.	Quick despatch.
VICTORIA, B.C., TACOMA, VIA PONGHOW, &c.	TAETAR	Brit. str.	---	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA, B.C., TACOMA, VIA PONGHOW, &c.	ADATO	Brit. str.	---	J. McIntyre	ARNOLD, KARBURG & CO.	On or about 31st inst.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	HONGKONG MARU	Jap. str.	---	Forst	PACIFIC MAIL S. S. CO.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	---	St. John George	U. & O. S. S. CO.	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIC	Brit. str.	---	Anderson	BUTTERFIELD & SWIRE	On 5th Jan., at Noon.
SAN FRANCISCO VIA AMOY, &c.	CARLEIGH CITY	Brit. str.	---	S. Saito	GIBB, LIVINGSTON & CO.	On 17th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	---	Th. Nissen	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
AUSTRALIAN PORTS	TAIYAN	Jap. str.	---	S. Saito	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
YOKOHAMA & KOBE	YEDO MARU	Jap. str.	---	J. McKenzie	JARDINE, MATHESON & CO.	On 19th inst.
NAGASAKI & WLADEVOSTOK	DAPHNE	Ger. str.	---	A. E. Moses	SIEMSEN & CO.	To-day, at 4 P.M.
NAGASAKI, SASEBO, KOBÉ & YOKOHAMA	KANAGAWA MARU	Jap. str.	---	H. Fraser	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	---	G. W. Gordon, R.N.R.	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
SHANGHAI	TAIWAN	Brit. str.	---	Godman	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI, KOBÉ & YOKOHAMA	KINSHU MARU	Jap. str.	---	K. Suzuki	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
SHANGHAI	CHUSAN	Brit. str.	---	K. Hasegawa	MITSUI BUSSAN KAISHA	On or about 22nd inst.
SHANGHAI & JAPAN	JAVA	Frean. str.	---	S. Atsumi	MITSUI BUSSAN KAISHA	On or about 29th inst.
QUANG TRUEN WAN & HOIHOW, &c.	HUE	Jap. str.	---	Quayle	BUTTERFIELD & SWIRE	On 19th inst.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	---	Rolle	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SWATOW, AMOY & TAMSUI	TANSU MARU	Jap. str.	---	A. Ramsay	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
SWATOW, AMOY & TAMSUI	ANYING MARU	Jap. str.	---	Moore	BUTTERFIELD & SWIRE	On 20th inst.
SAMARANG & SOERABAYA	SHANPUNG	Brit. str.	---	Pennedfather	BUTTERFIELD & SWIRE	On 17th inst.
MANILA	YUENSANG	Brit. str.	---	Sartorio	CARLOWITZ & CO.	To-morrow, at Noon.
MANILA DIRECT	DIAMANTE	Brit. str.	---	Tadi	JARDINE, MATHESON & CO.	To-day, at Noon.
MANILA	SUNGKIAN	Brit. str.	---			
CEBU & ILOILO	BOHMDA	Ital. str.	---			
SINGAPORE, PENANG & BOMBAY	SUISANG	Brit. str.	---			
SINGAPORE, PENANG & CALCUTTA						

SHIPPING.

ARRIVALS.
Dec. 11, BEANO, British str., 1,118, H. J. Roopa, Wulu and Chuanling 8th Dec.
General—JARDINE, MATHESON & CO.
Dec. 12, ANTENOR, British str., 3,553, M. H. F. Jackson, Shanghai 9th Dec., General—BUTTERFIELD & SWIRE.
Dec. 12, CARLEIGH CITY, British str., 1,394, A. L. Valentini, Manila 7th Dec., General—BUTTERFIELD & SWIRE.
Dec. 12, CHINA, German steamer, 1,113, Voss, Saigon 9th Dec., Rice—SIEMSEN & CO.
Dec. 12, PHRA C. C. KLAO, British str., 1,012, E. E. McCallum, Bangkok 2nd Dec. and Hoihow 11th, General—BUTTERFIELD & SWIRE.
Dec. 12, TAMSUI MARU, Japanese str., 1,038, K. Hasegawa, Tamsui, Amoy and Swatow 11th December, General—MITSUI BUSSAN KAISHA.
Dec. 12, ULYSSES, British str., 2,281, Edmondson, Majith Dec., General—BUTTERFIELD & SWIRE.
Dec. 12, SAHNE RICKMERS, British str., 690, J. R. Nashed, Hoihow 10th Dec., General—ARNOLD, KARBURG & CO.
Dec. 12, DESCEUTHIA, British steamer, 1,329, Stewart, Canton 12th Dec., General—CHINESE.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
12TH DECEMBER.
Burmese, British str., for Swatow.
Hutchinson, British str., for Shanghai.
Chongqing, British str., for Canton.
Hiroshima Maru, Japanese str., for Singapore.

DEPARTURES.
Dec. 12, AMBRIA, German str., for Hamburg.
Dec. 12, KOSMOS, British str., for Europe.
Dec. 12, HOIHOW, French str., for Hoihow.
Dec. 12, HIROSHIMA MARU, Japanese str., for Batabay.
Dec. 12, ANYING MARU, Jap. str., for Swatow.
Dec. 12, CHINOTU, British str., for Sydney.
Dec. 12, CHOYANG, British str., for Canton.
Dec. 12, SUITAN VAN LANGKAT, Dutch str., for Singapore.

VESSELS IN DOCK.
AMERICAN DOCKS.—Tartar, Clara, H.M.S. Otter, Empress of Japan, H.M.S. Sandpiper, Haitian, Belgika.
COSMOPOLITAN DOCK.—Scandia, Argyll.

SHIPPING REPORTS.
The British steamer Antenor, from Shanghai 9th Dec., had strong monsoon from Turbidity. The British steamer Phra C. C. KLAO, from Bangkok 2nd Dec. and Hoihow 11th, had fresh monsoon and sea with overcast weather. The British steamer Beano, from Wulu and Chuanling 8th Dec., had fresh N.W. winds and clear weather to Namki; from thence to Turbidity strong monsoon and high following sea. From Turbidity to port wind and sea more moderate, weather dull and cloudy.

The British steamer Carleigh City, from Manila 7th Dec., had fresh N.E. breeze and fine weather from Japan to Manila. From Manila to port strong N.E. gale and high sea with occasional showers. Spoke Castle Rock, ship of Glasgow, in lat. 23.15 N., long. 117.30 E., standing S.E.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
STATE OF MAINE, American ship, Colcord.
Standard Oil Co.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamship
"LYEEMOON"
will be despatched for the above port on SATURDAY, the 15th inst., at 5 P.M.
The Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
EAST ASIATIC TRADING CO., Agents.
Hongkong, 8th December, 1900. [3103]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA
THE Company's Steamship

"SUISANG."
Captain Tudd, will be despatched as above TO-DAY, the 13th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 7th December, 1900. [3094]

FOR NAGASAKI AND WLADEVOSTOK.

THE Steamship
"DAPHNE."
Captain Th. Nissen, will be despatched for the above port TO-DAY, the 13th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 8th December, 1900. [3104]

FOR KOBE.

THE Steamship
"YEDO MARU."
Captain S. Saito, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., Agents.
Hongkong, 7th December, 1900. [3095]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG."
Captain Rolfe, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.
This steamer has superior accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 7th December, 1900. [3099]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's New Steamship
"DIAMANTE."
Captain A. Ramsay, will be despatched as above TO-DAY, the 13th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 6th December, 1900. [3082]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AIRLIE."
Captain St. John George, will be despatched for the above ports TO-MORROW, the 14th December, at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stevedore and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 21st November, 1900. [2948]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frazer	December 15
DUKE OF FIFE	3,821	J. S. Cox	December 27
QUEEN ADELAIDE	2,832	F. McNair	January 2
VICTORIA	3,902	J. Panten	January 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. DOCTOR and STEWARDNESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
A Special rule allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED, General Agents.

Hongkong, 7th December, 1900. [110]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TENERE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAVRE & HAMBURG VIA COLOMBO (London with transshipment in Hamburg)	On 22nd December } Freight.
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December } Freight.
SAMBIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 12th Jan. 1901 } Freight.
SIBERIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 22nd Jan. 1901 } Freight and Passage.
SIBERIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 5th Feb. 1901 } Passage.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OPAZIATISCHER FRACHTDAMPFER-DIENST.

Hongkong, 13th December, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	SOCOTRA	About 13th Dec.	Freight only.
LONDON, &c.	CLYDE	Noon, 22nd Dec.	See Special Advertisement.
SHANGHAI	CHURAN	About 22nd Dec.	Freight or Passage.
SHANGHAI AND JAPAN	JAVA	About 29th Dec.	Freight or Passage.

PASSENGER SEASON, 1901
a.s. FLASSY 7,240 tons. March 30th. MARSEILLES AND LONDON DIRECT
a.s. SOBBAON 7,388 tons. April 27th. Without Transshipment.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 11th December, 1900. [1]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec. 1900.
"EMPRESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 19th Jan. 1901.
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Polder's Street.

Hongkong, 22nd November, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th Dec., at DAYLIGHT.
KANAGAWA MARU	NAGASAKI, SASEBO, KOBÉ and YOKOHAMA	FRIDAY, 21st Dec., at DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 21st Dec., at NOON.
KINSHU MARU	SHANGHAI, KOBÉ and YOKOHAMA (Taking Cargo and Passengers for CANADA and UNITED STATES, transshipping at KOBÉ per s.s. Tosa Maru, sailing thence 4th January)	SATURDAY, 22nd Dec., at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Pender's Building, First Floor, Charter Road.
A. S. MIHARA, Manager.

Hongkong, 3rd December, 1900. [12]

OCEAN STEAMSHIP COMPANY.

FOR STEAMERS CAPTAINS TO SAIL

LONDON	ANTENOR	Jackson	13th December, 1900.
LONDON	CALCHAS	Bartlett	25th December, 1900.
LONDON	ACHILLES	Brown	8th January, 1901.
LIVERPOOL	ULYSSES	Edmondson	14th December, 1900.

(Taking Cargo at London Rates).

For Freight, apply to

BUTTERFIELD & SWIRE.

Agents O. S. S. Co.

Hongkong, 1st December, 1900. [3028]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 26th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.
BAYERN	WEDNESDAY 20th March, 1901.
STUTTGART	WEDNESDAY 3rd April, 1901.
KONIG ALBERT	WEDNESDAY 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY 1st May, 1901.
PRINZESS IRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 28th day of December, 1900, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, with MALE PASSENGERS SPECIFIC, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 24th December, and CARGO and SPECIFIC will be received on Board until 5 P.M. on TUESDAY, the 25th December, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation and carries a Doctor and Steward. Linen can be washed on board.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(FLORENCE AND RAVENNA UNITED COMPANIES).STEAM FOR SINGAPORE, PENANG
AND BOMBAY.

Having connection with Company's Mail Steamers to ADEY, SUZ, PORT SAID, MEDINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BANGALORE, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BOEMIDA,"
Captain Sartorio, will be despatched as above TO-MORROW, the 14th inst.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 12th December, 1900. [7]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN,"
Captain Harder, will be despatched as above on SATURDAY, the 15th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3117]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMU MARU,"
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 16th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th December, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"
Captain Penafiel, will be despatched as above on MONDAY, the 17th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3114]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARNEY,"
Captain E. G. Wilson, will be despatched for the above port on MONDAY, the 17th inst.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 11th December, 1900. [2949]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPRA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY," On 17th Dec., 8,002 Tons.

S.S. "BERGENHUS," On 25th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 17th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th December, 1900. [14]

COMPAGNIE DE NAVIGATION TONKINOISE.

FOR QUANG TRUONG WAN HOIHOW, PAKHOI AND HAIPHONG.

(Taking Cargo at through rates for HANOI, NAM-DINH, DAP-CAY, VINH, YEN-BAY, LAOKAY and other Provinces of Tonkin.)

THE Steamship

"HUE,"
Captain Godinau, will be despatched for the above ports on WEDNESDAY, the 19th inst., at 10 A.M.

The attention of Passengers is directed to Superior Accommodation offered by this Steamer. First-class Cabin and Saloon are situated above the main deck and are well ventilated. The Saloon is lighted throughout by Electricity.

For Freight or Passage, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 12th December, 1900. [3129]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th December, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durand, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M. on the 16th December. (Parcels are not to be sent on board; they must be left at the Agents' Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th December, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on THURSDAY, the 20th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th December, 1900. [3115]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AGEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE,"
Captain A. L. Vient, carrying Her Majesty's Mail, will be despatched from this port for Bombay on SATURDAY, the 22nd December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for Europe, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th December, 1900. [1]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above on WEDNESDAY, the 19th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th December, 1900. [3044]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"
Captain G. D. Bowles, R.N.R., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, 10th December, 1900. [3108]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON,"
will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JERSEN," about the middle of January, 1901.

For Freight, apply to DODWELL & CO., LTD., Agents.

Hongkong, 3rd December, 1900. [3045]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with IMPROVED CHINA STEAM NAVIGATION CO.'S fortnightly service from CALCUTTA to CANTON. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th December, 1900.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 19th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th December, 1900. [2524]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA,"
Captain Hansen, will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 8th December, 1900. [3098]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th December, 1900. [3]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO,"
2,145, Captain J. McIntyre, will be despatched on or about 30th Dec., for PORTLAND (OR.) via MOI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ABNHOLD, KARBURG & CO., Agents.

Hongkong, 24th November, 1900. [2951]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

NYTRO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 6, 1901, at Noon.

CORPICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

GABLO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 5th January, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th December, 1900. [14]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"
Captain Quayle, will be despatched as above on WEDNESDAY, the 19th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3116]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANTOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 25th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th December, 1900. [1443]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"
will be despatched for the above port on or about the 30th December, 1900.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 8th December, 1900. [358]

FOR NEW YORK.

THE 3/3 L. II British Bark

"R. MORROW,"
Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to ABNHOLD, KARBURG & CO.

Hongkong, 12th December, 1900. [2883]

HONGKONG STEAMERS.

Aplia, British steamer, 2,500, George, Dec. 11, Gibb, Livingston st., 3,563, Jackson, Dec. 12, Antonor, British st., 3,563, Jackson, Dec. 12, Butterfield & Swire

Belkita, American st., 490, Villaco, Dec. 5, Holiday, British st., 1,320, Stewart, Dec. 6, Benetah, British st., 1,320, Stewart, Dec. 6, China

Bormida, Italian st., 1,499, Sartorio, Dec. 9, Carlotta & Co

Carlotta City, British st., 1,894, Paterson, Dec. 12, Butterfield & Swire

Chas. Rogier, Belgian st., 1,295, Herforth, Dec. 6, Dodwell & Co., Limited

China, German steamer, 1,113, Voss, Dec. 12, Siemens & Co

Chowlat, German st., 1,115, Morris, Dec. 9, Butterfield & Swire

Choyang, British st., 1,194, Bowker, Dec. 11, Jardine, Matheson & Co

